July 2014

Electric Billet Shears

Bill Murray

MORGAN
WORCESTER

ROLLING MILLS
MORGOIL BEARINGS
WIRE MACHINERY
COMBUSTION CONTROLS

MORGAN CONSTRUCTION COMPANY

Engineers and Manufacturers

CABLE "MORGAN"
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Manchester 2
ENGLAND

7 October 1964

Mr. Stephen Ordog
Morgan Construction Company
15 Belmont Street
Worcester
MASSACHUSETTS 01605
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Via AIR MAIL

Dear Stephen: Electric Billet Shears

Thank you for your interesting letter of the 1 October, writing on the subject of tail end disposal is difficult in that there are several ways that we run into trouble with tail ends hanging up on the bottom shear blade and tail rod, or the bottom blade and the swinging roller, or the bottom blade and the last roller before the shear.

In those hanging up positions the common factor is the bottom blade and I agree with your comment in the last paragraph on page 2 of your letter of the 1 October, if the bottom blade takes another cut and does not stop in the down position the tail end should fall down the chute, or at least it has less chance of causing trouble.

Let us take the case of a tail end of less than 4' - 3", the centres length between the last roller and the swinging roller, this will drop down and may go to the chute or the first end may rest on the bottom blade holder and the back end on the tail rod. In this case, another revolution of the shear should see the tail end down the chute and all is well.

Now take a tail end of say 6 to 7 feet length which with speed will reach the swing roller, as the back end leaves the last roller before the shear we have 21 to 33 inches beyond the swing roller centre, but as the back end leaves its supporting roller it falls down on to the bottom blade holder and the tail end is now resting on the swing roller and the bottom blade. The idea of a top pinch roller on the swing roller was to pull such a length onto the runnout table and it is this sort of length Rheinhausen want to salvage.

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ACM		
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EBM		✓
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I therefore think that if Worcester think such a contraption will pull a 6 feet length onto the runnout table we should give Rheinhausen a sketch of it and let them make it themselves, Morgan has no responsibility as far as tail end salvage is concerned, this is a function of the ever increasing price of billets and the more efficient welding equipment.

At the same time we should use Ed Murrah's idea of making another air cutting revolution after the last billet cut. In other words, if a pinch roller can be made to pull 6 feet lengths on to the runnout table and we use Ed's idea, we should cover all points.

You probably have grave doubts about the practicability of such a pinch roller, I must admit I have myself, particularly, a non-driven one.

If you have further thoughts on this point will you write me at Siemag, Dusseldorf.

Kind regards,

Sincerely

WM/swf
for Min. List & ACM
cc L. Petereit - Siemag